

**REMARKS**

Claims 1-2 and 4-8 are pending in this application. Claims 1, 2 and 4 are rejected. Claims 5-8 are objected to.

**Claim Objections**

Claims 1, 2, and 4-8 have been objected to for certain informalities, as explained on pages 2 and 3 of the Office Action.

Specifically, the Examiner objects to certain phrases in claims 1 and 5 and makes specific recommendations. Applicants have reviewed the Examiner's suggested changes and have accepted the Examiner's suggested changes. Therefore, withdrawal of the objection to claims 1, 2, and 4-8 is respectfully requested.

**Claim Rejections under 35 USC §112**

Claims 1, 2 and 4 stand rejected under 35 U.S.C. 112, first paragraph, as failing to comply with the enablement requirements.

The Examiner asserts that the limitation "excludes points where the touring bus comes to a complete stop due to traffic conditions" lacks enablement in the specification since both a stop at a "getting-on/off point" and stops due to traffic conditions have a zero speed. Further, the Examiner asserts that this claim limitation is indefinite because it claims what the applicant did not invent. Applicants disagree with the Examiner on both assertions.

Page 5, line 6-10 of the specification state,

“In accordance with this configuration, since the getting-on/off point is a point where the speed is zero at a prescribed number of times of consecutive sampling periods, the point where the bus stops suddenly owing to a traffic jam can be automatically excluded.”

Further, page 18, lines 5-12 of the specification state,

“...the point while the bus stops for two minutes is specified as the getting-on/off point. However, the point while the bus stops for the time succeeding two minutes may be adopted as the getting-on/off point. Further, for example, in the case where sampling of the latitude/longitude is made at intervals of 30 seconds, the point where the bus speed is zero at successive four times may be specified as the getting-on/off point.”

Further, page 18, lines 5-12 of the specification state,

“Such a reference point P1 permits the getting-on/off point to be specified as the normal getting-on/off point by a manual command even when the stopping time is relatively short at the normal getting-on/off point for any reason.”

Therefore, a “getting-on/off point” can be determined if the speed of the bus drops to zero for a period of time equal to or greater than “a prescribed number of times of consecutive sampling periods”. Claim 1 has been amended to further clarify what is being claimed. Therefore, withdrawal of the rejection of Claims 1, 2 and 4 under 35 U.S.C. 112, first paragraph, is respectfully requested.

**Claim Rejections under 35 USC §103**

Claims 1, 2 and 4, as best understood, stand rejected under 35 U.S.C. 103(a) as being unpatentable over Jones (U.S. 5,623,260) in view of Lamb (U.S. 6,184,802).

The present invention is a system which allows a user to acquire a running route of a touring bus and the getting on and off point on the running route. The system also notifies the user of the arrival of the user at the prescribed point on the running route. The system acquires the latitude/longitude and time acquired at prescribed intervals. The user specifies a getting-on/off point on the basis of the latitude/longitude and time and acquires a running route which includes the getting-on/off point. The user can specify the getting-on/off point using the speed computed from the latitude/longitude and time acquired. Preferably, the getting-on/off point is a point where the speed is zero at a prescribed number of times of consecutive sampling periods. Since the getting-on/off point is a point where the speed is zero at a prescribed number of times of consecutive sampling periods, the point where the bus stops suddenly owing to a traffic jam can be automatically excluded.

Jones describes an advance notification system (10) that notifies passengers of impending arrival of a transportation vehicle at a particular stop. A GPS (Global Positioning System) (25e) is used to determine the geographical position of the bus. Timing information is recorded indicating when the bus leaves a stop. An event list (73) is maintained in which past and current bus locations are recorded.

Lamb describes a system to estimate the arrival time of a vehicle. As indicated, in column 6, line 9 of Lamb, the position of the vehicle is determined when the vehicle comes to a stop.

On page 7 of the Office Action the Examiner asserts that Jones is able to determine stops of the bus by a schedule route that has stop locations and the opening and closing of the bus door. Further, the Examiner asserts that the claim limitation previously discussed recites material not invented by the applicant and that this claim is merely related to the intended field of use.

Applicants respectfully disagree with the Examiner, neither Jones nor Lamb disclose determining the “getting-on/off point is a point where the speed is zero at a prescribed number of times of consecutive sampling periods”. However, the amendment to the claims which were done to further clarify them clearly overcome the prior art rejection and the Examiner’s assertions regarding the limitation previously discussed.

Therefore, independent claims 1 and 5 patentably distinguish over the prior art of record by reciting, as exemplified by claim 1,

“A touring bus running route acquisition system for permitting a user of a touring bus to acquire a running route of the touring bus inclusive of a getting-on/off point comprising: on a terminal of the touring bus running the running route, latitude/longitude acquisition means for acquiring its own latitude/longitude at predetermined sampling periods; time acquisition means for acquiring the time when the latitude/longitude is acquired; and terminal side communicating means having a function of wireless-transmitting the latitude/longitude and the time thus acquired, and on a terminal of the user, bus data acquisition means for acquiring the latitude/longitude and time provided by the touring bus; and a getting-on/off point specifying means for specifying a getting-on/off point on the basis of the speed computed from the latitude/longitude and the time, wherein the getting-on/off point is a point where the speed is zero for a period of time which is equal to or greater than a prescribed number of times of consecutive sampling periods and which excludes points where the touring bus comes to a complete stop due to traffic”

conditions as determined by the speed of the bus being zero for a period of time less than the prescribed number of times of consecutive sampling periods.” (Emphasis Added)

Therefore, withdrawal of the rejection of claims 1, 2 and 4 under 35 U.S.C. 103(a) as being unpatentable over Jones (U.S. 5,623,260) in view of Lamb (U.S. 6,184,802) is respectfully requested.

#### **Allowable Subject Matter**

Claims 5-8 are objected to as due to minor informalities as set forth, but would be allowable if rewritten to overcome the objection as set forth above.

The Examiner’s suggested amendments to claim 5, previously discussed, have been accepted. Therefore, allowance of claims 5-8 is respectfully requested.

#### **Conclusion**

In view of the aforementioned amendments and accompanying remarks, claims 1, 2 and 4-8, as amended, are believed to be patentable and in condition for allowance, which action, at an early date, is respectfully requested.

If, for any reason, it is felt that this application is not now in condition for allowance, the Examiner is requested to contact the Applicants’ undersigned attorney at the telephone number indicated below to arrange for an interview to expedite the disposition of this case.

U.S. Patent Application Serial No. 10/784,263  
Preliminary Amendment filed with RCE on 12/29/06

In the event that this paper is not timely filed, the applicants respectfully petition for an appropriate extension of time. Please charge any fees for such an extension of time and any other fees which may be due with respect to this paper, to Deposit Account No. 01-2340.

Respectfully submitted,

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PATENT TRADEMARK OFFICE

Enclosure: Petition for Extension of Time

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